

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 01/23/2003

DCA02MA003						
File No. 12931		10/10/2001	Dillingham, AK	Aircraft Reg No. N9530F	Time (Local): 09:26 ADT	
Make/Model:	Cessna / 208			Fatal	Serious	Minor/None
Engine Make/Model:	Pratt & Whitney Canada / PT6A-114		Crew	1	0	0
Aircraft Damage:	Destroyed		Pass	9	0	0
Number of Engines:	1					
Operating Certificate(s):	Cargo; Commuter Air Carrier; Flag Carrier/Domestic; Supplemental; On-demand Air Taxi					
Name of Carrier:	PENINSULA AIRWAYS INC					
Type of Flight Operation:	Scheduled; Domestic; Passenger Only					
Reg. Flight Conducted Under:	Part 135: Air Taxi & Commuter					
Last Depart. Point:				Condition of Light: Day		
Destination:				Weather Info Src: Weather Observation Facility		
Airport Proximity:				Basic Weather: Visual Conditions		
				Lowest Ceiling: None		
				Visibility: 10.00 SM		
				Wind Dir/Speed: 250 / 005 Kts		
				Temperature (°C): -4		
				Obstr to Vision: None		
				Precipitation: None		
Pilot-in-Command		Age: 41	Flight Time (Hours)			
Certificate(s)/Rating(s)			Total All Aircraft: 3100			
Commercial; Multi-engine Land; Single-engine Land			Last 90 Days: 271			
Instrument Ratings			Total Make/Model: 74			
Airplane			Total Instrument Time: UnK/Nr			

The airplane was parked outside on the ramp the night before the accident and was subjected to rain, snow, and temperatures that dropped below 32 degrees F. Other pilots whose airplanes were also parked outside overnight stated that about 1/4 to 1/2 inch of snow/frost covered a layer of ice on their airplanes the morning of the accident. Because of these conditions, ramp personnel deiced the accident airplane with a heated mixture of glycol and water. The PenAir ramp supervisor who conducted the deicing stated that he believed the upper surface of the wing was clear of ice but that he did not physically touch the wing to check for the presence of ice. Investigators were unable to determine whether the accident pilot visually or physically checked the wing and tail surfaces for contamination after the accident airplane was deiced. However, the airplane's high-wing configuration would have hindered the pilot's ability to see residual clear ice on the surface of the wing after the deicing procedures. Company records indicate that the certificated commercial pilot completed his initial CE-208 flight training 2 months before the accident and had accumulated a total of 74 hours in this make and model of airplane. The airplane, with the pilot and nine passengers onboard, crashed shortly after takeoff from runway 01. A witness observed that the airplane's flight appeared to be normal until the airplane suddenly pitched up, rolled 90 degrees to the left, and yawed to the left. The airplane then descended nose-down until it disappeared from view. Data from the engine monitoring system revealed that the maximum altitude obtained during the accident flight was about 651 feet mean sea level. The airplane crashed in a level attitude. Investigators found no evidence of pre-impact failures in the structure, flight control systems, or instruments. Further, examination of the engine and propeller revealed no pre-impact failures and that the engine was running when the airplane hit the ground.

Brief of Accident (Continued)

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CLIMB

Findings

1. WEATHER CONDITION - ICING CONDITIONS
2. ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PERSONNEL
3. (C) WING - ICE
4. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
5. (F) CHECKLIST - INFORMATION INSUFFICIENT - FAA(OTHER/ORGANIZATION)
6. (F) CHECKLIST - INFORMATION INSUFFICIENT - MANUFACTURER
7. (F) CHECKLIST - INFORMATION INSUFFICIENT - COMPANY/OPERATOR MANAGEMENT

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

8. AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
an in-flight loss of control resulting from upper surface ice contamination that the pilot-in-command failed to detect during his preflight inspection of the airplane. Contributing to the accident was the lack of a preflight inspection requirement for CE-208 pilots to examine at close range the upper surface of the wing for ice contamination when ground icing conditions exist.